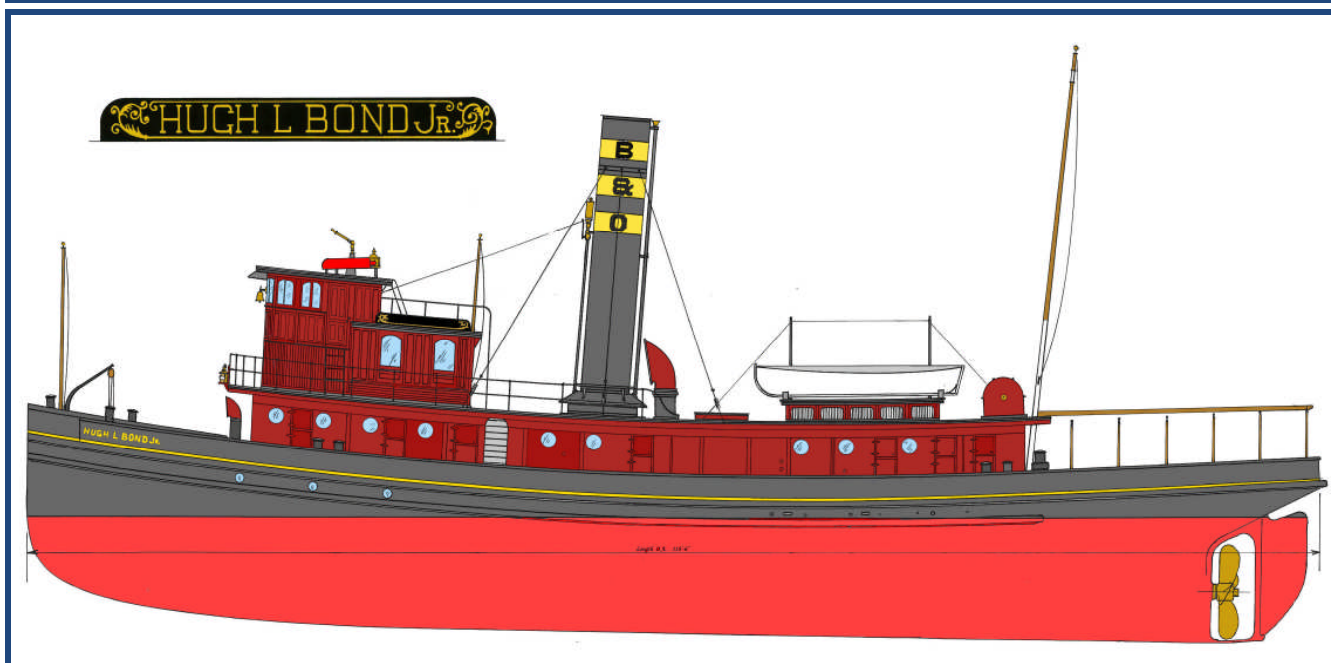




THE B&O MODELER

Volume 7, Number 3

May/June 2011



THE B&O MARINE STORY MODELING THE B&O'S STEAM TUGS

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Cover Photos – Top, B&O diesel tugboat *Walter L. Price* with carfloat, East River, New York NY, August 28, 1963 – Bob Rathke photo. Bottom, B&O steam tugboat *Hugh L. Bond, Jr.* – Tom Griffiths drawing.

AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. In addition to *The B&O Modeler*, the Society has published *The Sentinel* since 1979, a quarterly magazine featuring articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of annual memberships are available, Regular memberships are only \$35.00. If you would like to join, visit the website, <http://borhs.org/Membership/membership.html> to fill out a membership application, print a copy and mail it to:

B&ORRHS
ATTN: Membership
P.O. Box 24225
Baltimore, MD 21227

FROM THE EDITOR

We have a special treat this issue – Tom Griffiths has kindly agreed to share his renderings of B&O steam tugboat *Hugh L. Bond, Jr.* to accompany John Techmoeller's article on modeling B&O steam tugs. Because these drawings are sized for 11" x 17" paper, we split them into a separate annex of this issue to make it easier to print this issue. As a result,

this issue of *The B&O Modeler* has two parts - please remember to download both files from the Society website.

Ben Hom
Associate Editor, *The B&O Modeler*

THE B&O MARINE STORY

BY JOHN TEICHMOELLER



Locust Point transfer bridges, September 2010 (John Teichmoeller photo).

Over the years numerous articles have been published in the “enthusiast” literature that covers various aspects of the B&O’s marine operations. My partially self-defined enumeration of these articles is shown below. This does not include articles in trade publications as well as a handful of pieces that appeared over the years in the *B&O Employees Magazine* (later *B&O Magazine*). In addition, there

are other issues of *The Sentinel* that include peripheral marine material (e.g. Curtis Bay ore pier, Curtis Bay Railroad, the Baltimore Banana Terminal, etc.) Finally, a fair amount of research data have been compiled that need to be assembled into publishable articles; a list of these potential topics appears below the published items.

1. “Fells Point, B&O’s Ultimate Oddity” by Herbert H. Harwood, Jr., *The Sentinel* Vol. 13 No. 5, September/October 1991.

And

“Fells Point—Additional Thoughts and Views” by Herbert H. Harwood, Jr., *The Sentinel*, Vol. 13, No. 6, November/December 1991.

Also, the content and photos from the above articles were reprinted in *Railmodel Journal*, as “Baltimore’s Fells Point City Street Operation,” “Part I, Fell Street Tobacco Warehouse,” October 1992; “Part II, Operations Overview,” November 1992; “Part III, The Carfloats and Transfer Bridge,” November 1992, and “Fells Point—Walk-In Layout,” by Rick Mugele, October 1993.

2. “Operations at B&O’s Locust Pt. Carfloat Yard” by John Teichmoeller with Mike Buckelew *The Sentinel*, September/October 1995.

3. “The B&O on the Ohio River at Wheeling” by John Teichmoeller, *The Sentinel*, Second Quarter 2000.

4. “Foehold in Gotham—The B&O’s West 26th St. Yard” by Thomas R. Flaggs, *Transfer* No. 27 (May/August 1999) and additional drawing of 26th St. Warren and Howe Truss floatbridges in *Transfer* No. 28 (Sept./Dec. 1999) (<http://www.trainweb.org/rmig>)

4a. The above articles were enhanced with color and published in 3rd Quarter 2001 *The Sentinel* with drawing of the Howe Truss floatbridge in the 4th Quarter 2001 *The Sentinel*.

5. “Baltimore & Ohio Railroad Diesel Tugs,” by John Teichmoeller, *The Sentinel*, 1st Quarter 2001 (article includes extensive list of references on B&O tugs).

6. “Moving A Floatbridge in 1949 (from Jersey City to Staten Island),” by John Teichmoeller, *The Sentinel*, 3rd Quarter 2003.

7. “Northeastern Steel Carfloats Part 3—Launch and Delivery of B&O Carfloats 199-200, *Transfer* No. 38 (May/August 2003). Also reprint of article on launch of Carfloat No.211 from *B&O Magazine*, June 1956.

8. “Giant Generator Floated by B&O,” Article and photos of a single track B&O carfloat reprinted from September 1960 *B&O Magazine*, *Transfer* No. 40 (January/May 2004).

9. Review of the Frenchman River Models kit of Carfloat 199-200 in *The B&O Modeler*, Vol. 2, No. 1, January/February 2006.

10. “The B&O in Parkersburg,” by John King and John Howard, *The Sentinel*, 3rd Quarter 2006. Includes coverage of railcar barge operations from Parkersburg up the Little Kanawha and Ohio Rivers before the bridges were built from Parkersburg.

11. “George M. Shriver—The Painting, The Man, The Tug, The Artist,” by Ray Lichty and John Teichmoeller. *RABO Club News & Notes*, January 2011; also “Why Would Otto Kuhler Paint a B&O tug?—‘Steamstyling’ Advocate took Brush in Hand,” by Ray Lichty with John Teichmoeller, *The Sentinel*, 3rd Quarter 2011.

12. “Some Thoughts on Operating a Railroad Tugboat,” by Capt. Pamela Hepburn (transcript of after-dinner speech from 2003 B&ORRHS Society Convention), *RABO Club News & Notes*, January 2011.

13. St. George Floatbridge, by Tom Griffiths, *The B&O Modeler*, 2010; “The End of the B&O Line—The Last Marine Transfer,” *Railroad Model Craftsman*, December 2011; For a limited time, Tom is happy to send anyone interested a CD containing the complete set of drawings and photos he used for \$6. Contact Tom at tgriff3871@gmail.com.

14. “A B&O Wood Carfloat,” by Tom Griffiths, *The B&O Modeler*, May/June 2010 and *Railroad Model Craftsman*, November 2011.

15. Tug Drawings—Hugh L. Bond, Jr.—Modeler friendly re-drawings by Tom Griffiths and colored outboard elevation rendering, *The B&O Modeler*, May/June 2011.

16. “Modeling a B&O Stick Lighter” by Thomas C. Griffiths. Expected to be published in *Railroad Model Craftsman* in 2012 or 2013.

17. “The B&O’s Baltimore Harbor Style Electric Transfer Bridges.” Historic American Engineering Record Documentation Project (HAER MD-180), submitted to Library of Congress January 2012. It may be a year or more before it is posted online.

Potential future installments of the B&O Marine Story:

- Coal to Canada—Car ferries between Rochester and Cobourg by Ted Rafuse
- Baltimore Harbor Sidewheel Car Ferries
- Moving the President St. Floatbridge
- B&O’s Steam Tugs
- The B&O on the Ohio River, Part 2, Study for a Proposed Ohio River Carfloat Service from Pittsburgh
- The Struggle with a Decaying Wooden Fleet—transcript of memos from the 1940s and 1950s
- B&O’s Derrick Lighters
- B&O’s Covered Barges

Acknowledgements

Bob Liljestrand, Bob Rathke.



B&O diesel tugboat and carfloat, New York NY, April 1, 1967 (Collection of Bob’s Photo).

MODELING THE B&O'S STEAM TUGS

WE NOW HAVE A SOLID FOUNDATION

BY JOHN TEICHMOELLER



B&O steam tugboat *George M. Shriver*, built 1916, photographed at New York NY, circa 1940. (B&O photo, B&ORRHS collection).

Introduction

No, I haven't built a scale model of a B&O steam tug (the Lionel tug, lettered for *William J. Dickey* does repose on a shelf in my office, however). Nor has Tom Griffiths, but it may be on his "list," way down. However, we now have a solid foundation for such a future modeling project.

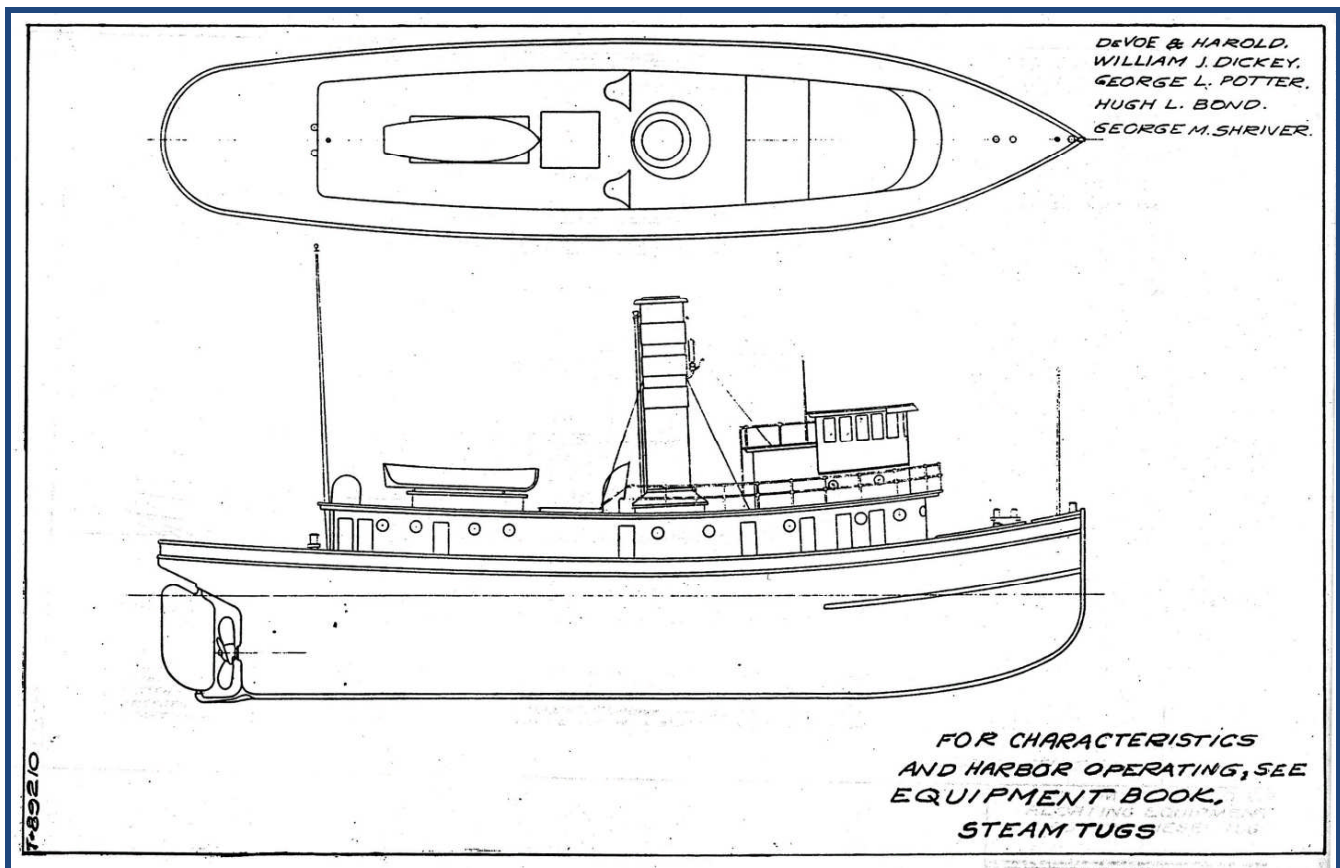
Diesel Tugs

First, some background. The B&O had four diesel tugs built by RTC Shipbuilding in Camden, NJ in the early 1950s, as described in detail in the 1st Quarter 2001 issue of *The Sentinel*. These were all built to the same design and were practically identical (I know the "class boat," *Roy B. White*, had more portholes in the pilothouse, and there may have been other subtle differences). Shipyard drawings of this class of tug, as well as the smaller sister "Lehigh" class built for the Reading (and the B&O bought the class boat, *Lehigh*) and the CNJ's *Liberty* class

(of which the B&O had one, the *J. W. Phipps, Jr.*) exist. I understand that a number of radio-controlled models of the *Roy B. White* class have been built from these drawings (although, unfortunately, I have never seen photos of them). A resin kit for *Lehigh* was produced by Frenchman River Modelworks, unassembled on my project shelf. So short of an actual kit of the *Roy B. White* class, the B&O's diesel tugs seem to have been "decently treated" for the modeler.

Steam Tugs Background

At the same time, the B&O's steam tug fleet is itself worthy of a lengthy article in *The Sentinel*, and I hope to produce this, unless someone beats me to it--which someone is more than welcome to do! For the present I must admit that I have not really done much research on the subject. And until recently I knew of no actual drawings



T-89210, Revision A dated 2/6/1961 (John Teichmoeller collection).

as such. The only graphic representing the steam tugs was the railroad's "diagram," T-89210, dated 2/6/61 with the names of the five steam tugs then still in service in the upper right hand corner. And there were no dimensions on this diagram, so there was no reason to believe—in fact every reason to doubt—that all five of these shared a common design. The first time I dug my teeth into the subject just a little bit was in the fall of 2010 when I was doing the research for my presentation at the Baltimore Convention on the B&O's marine operations in Baltimore Harbor. As part of this, I did look into the tugs that were assigned over the years to Baltimore, all steam tugs except for *Lehigh*. This caused me to dredge up all I could find about the indicated vessels. Most significantly, one of the statements I made in my presentation was that based on my preliminary research, unlike the final diesel tugs, the B&O did not appear to employ any sort of "standard" design for their steam tugs—definitely not for the ones acquired in the 19th century and probably not for those built in the 20th century. But subsequent research indicates that this statement was in error and that definitely some of the 20th century tugs were built to a common design.

Skinner Shipbuilding

Once upon a time there was a Baltimore shipbuilding firm which I will refer to generically as Skinner Shipbuilding. I state it this way because the firm had various organizations and legal names but was run by the Skinner family interests. They had several yards, one of which was located on the east side of Federal Hill, just "around the corner" from today's Inner Harbor, while another was located on the south side of Locust Point next to Fort McHenry. A friend of mine, Bob Pratt, who is a descendant of the Skinners, has done extensive research on the subject and possibly will even be doing a book one day, so I won't recite the history of the firm except as follows. The firm went into receivership ca. 1915, the then principal, Harry Skinner, moved on to Seattle, and the firm was purchased by Milwaukee interests. Eventually it became part of Bethlehem Steel's shipbuilding interests. Part of the property became part of Bethlehem's Federal Hill yard which mainly did ship repairs and was still in operation into the late 1980s or early 1990s. At that time the property was sold to investors who claimed they were going to continue to operate it as a shipyard. This, of course, was popular with the local politicians—jobs! But it didn't take long, however, for the decision to be

made to convert the property to — what else? — high rise waterfront condos. (Of course, this ticked off the folks who had spent big bucks to buy the old 4-story brick rowhouses on Federal Hill with soon-to-be-obstructed views of the harbor.)

Skinner Drawings

After the Bethlehem empire uncoiled in 2001, the Baltimore Museum of Industry (visited during the Society's 2010 convention) managed to acquire a lot of shipyard drawings from Bethlehem. A couple years ago, Bob spent a lot of time digging through the drawings and identified many from Skinner. In particular he told me there were some drawings of tugs that Skinner had built for the B&O. Moreover, Bob has prepared a "build list" of Skinner. On it are three B&O tugs, *Geo. F. Randolph* (built 1905), *Hugh L. Bond, Jr.*, (built 1906) and the *George L. Potter* (built 1909). (Skinner built other craft for the B&O, e.g. 260 ton lighter *Ravenna*, 1906; they also built the tug *Baltimore* in 1906 which is extant at the B&O Museum—**not** the B&O tug of the same name which was built at Sparrows Point, and the very next

"hull number" to the *Baltimore*, 22, was one of several tugs built for Standard Oil Company of New York and is the historic tug now known as the *Pegasus*—1907--owned by Capt. Pamela Hepburn who spoke at our 2003 Convention banquet).

It had been a task on my list for some time to visit the BMI and check out these drawings. So on a cold but bright December Friday of 2010 I finally did so. The archivist, Catherine Scott, was extremely helpful; I had given her the names of the above three tugs prior to my visit, and upon my arrival, a stack of tug drawings had been pulled and was awaiting me on a table in the funky but fascinating BMI archives which is larger than that of the B&ORRHS but which has a similar flavor and smacks of yet-to-be-discovered treasures. Due to the excellent physical situation and the excellent condition of the drawings (ink-on-linen), it didn't take me long to pull out what amounted to 29 drawings covering the B&O tugs. What was interesting is that the same drawings pertained to all three tugs. The only difference is that the last one built, the *Potter*, was 1' wider. This



B&O steam tugboat *George L. Potter* pier-side at the Locust Point transfer bridge (Steven Lang photo, John Teichmoeller collection).

change was handled by a simple annotation to that effect on the drawings. The shipyard boys knew how to make the adjustment. I arranged to have both hard copies of the drawings as well as digital scans made, which I had in my hands by the following Tuesday, and I didn't have to remortgage my house to pay for them, either. I gave a CD with the scans to Nick Fry for the Society's archives, and being devilish e-mailed the batch to indomitable B&O marine modeler Tom Griffiths (the scans are PDFs and all 29 of the drawing scans from the BMI amount to only about 6MB).

Tom Griffiths' Drawings

So why are you reading this in *The B&O Modeler*? Well, Tom has not built a model from these drawings YET, but he is enamored by the *Hugh L. Bond, Jr.*.

So he took the shipyard drawings and redrew them to more modeler-friendly drawings. He produced six different renderings which are reproduced here for your appreciation [Editor's Note: These drawings are sized for 11" x 17" paper; for ease of printing, they are included in a separate annex of this issue]:

Colored outboard profile—This is an artistic rendering of the tug in the "old" colors (dirty orangish red top works) before the blue and gray, which is how Tom will build her if and when he does. The hull is actually black, but Tom has rendered it dark gray to show the details. And don't try to match the color of the top works to any bottles of paint because what you see on the screen may not be what it should be. Tom and I will probably have some more exchanges about this. The only



B&O steam tugboat *Hugh L. Bond, Jr.* and station float *B.O. R.R. No. 169* off St. George NY (Tom Griffiths collection).

photographic image we have to go by was a very small one reproduced in a previous issue of *The Sentinel*. (I guess Conrad Milster was too young to be taking color photos of New York tugs in the early 1950s.)

Outboard profile—port side—This is basically a line-redrawing of one of the shipyard drawings, simplifying it and eliminating a lot of detail extraneous to the modeler.

Main Deck Plan—Again, a re-drawing incorporating details from several of the shipyard drawings and made "modeler friendly."

Interior Profile—Pilot House Details—Includes detail useful for rendering the pilothouse. In later years—exact year unknown, the *Bond* lost the "bootheel," the captain's cabin. The rest of the

pilothouse was rebuilt with simple vertical tongue and groove sheathing and the wonderful paneling was removed.

Hull Lines—Lifeboat Details—Notes—Tom has included six different hull "section lines" for the benefit of someone who wanted to attempt to carve a full-hull model. More lines—in fact a complete table of lines and offsets—are part of the original drawing set.

Nameboard—I think Tom simply had a lot of fun doing the nameboard in full color. By the time you read this, I wouldn't be surprised if he's had a full-size replica produced by his local sign shop. [Tom's nameboard drawing is featured on the cover of the annex of this issue. – Ed.]

I will be happy to e-mail the original Skinner drawings (ca. 6MB of PDF in one or two transmissions) or Tom's renderings. By the way, some excellent color photos of the *Bond* can be found on pages 92-94 of the Morning Sun book *Trackside along the B&O 1957-1958 with Edward P. Griffith*.

Future Research

Oh, what about the "sisters" issue? Well, we know these three tugs were sisters. The registered dimensions of the remaining 20th-century-built steam

tugs are not the same as these, but the registries seem to be muddled. It is not at all uncommon—registered dimensions were based on someone actually taking field measurements, and there was a degree of imprecision. There are many incidents of vessels that were built to the same plans showing up with different "registered" dimensions. And preliminary study suggests that at least one subsequent tug—and maybe more—was built to these same drawings. It just needs some more digging and photo comparison.

Acknowledgements

Tom Griffiths, Al McEvoy.



B&O diesel tugboat *Howard E. Simpson*, New York NY, April 4, 1967 (Collection of Bob's Photo).

PLANNED FOR NEXT ISSUE

MODELING B&O'S CLASS I-13 CABOOSE – SECOND SECTION

MODELING B&O'S CLASS I-16 CABOOSE

PHOTO STUDY – B&O CLASS I-16 CABOOSE

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